CHILTON'S SEPTEMBER 1990
COMMERCIAL CARRIER JOURNAL

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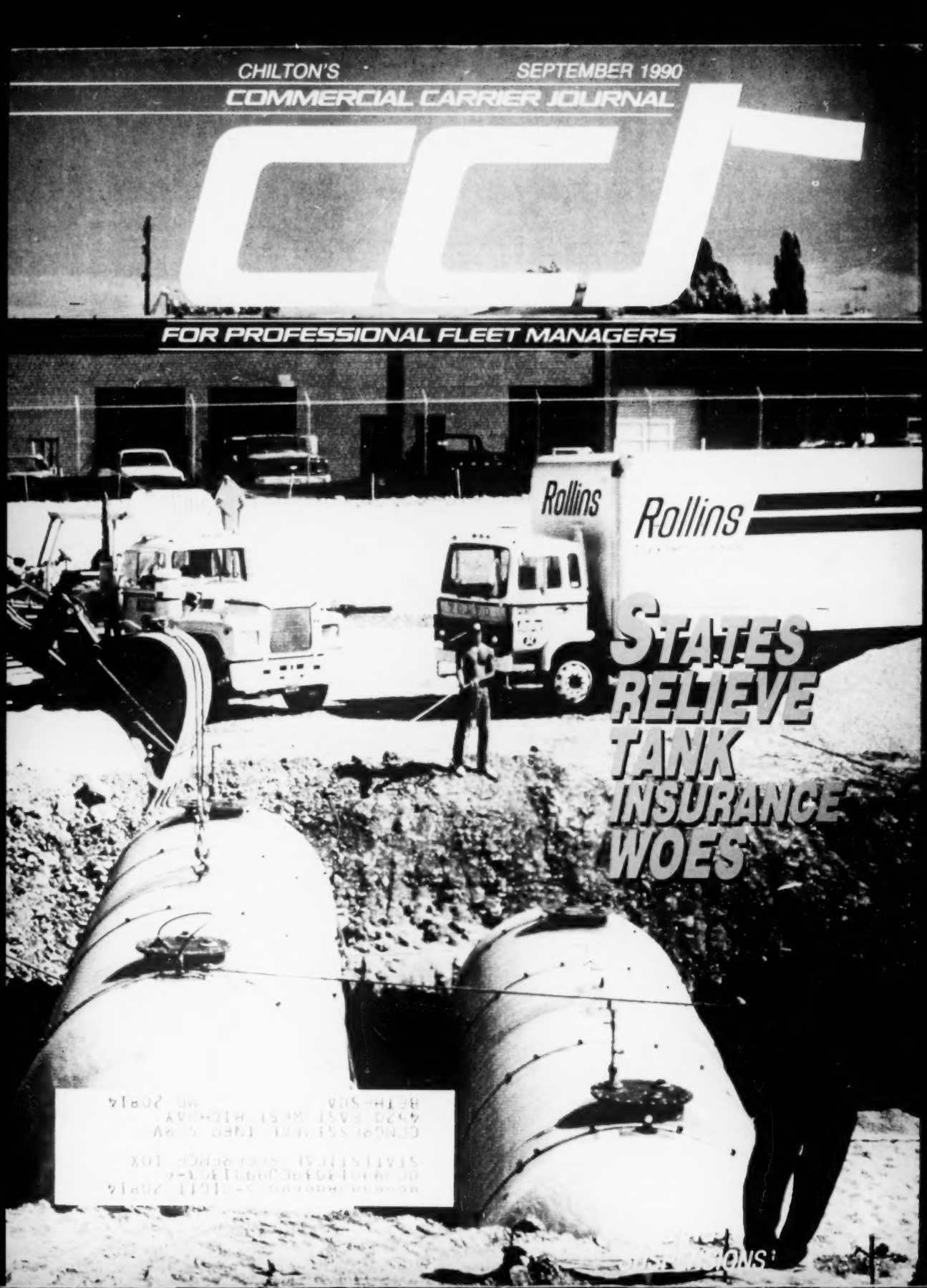
FOR PROFESSIONAL FLEET MANAGERS



STATES RELIEVE TANK INSURANCE WOES

CHILTON'S
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VOLUME 146 NUMBER 9 SEPTEMBER 1990

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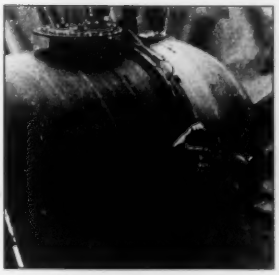

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IN THE NEXT ISSUE

Information on thousands of products and services needed by fleets will be provided in CCJ's Annual Buyers' Guide. Segmented into more than 500 categories, the Buyers' Guide will include over 70 pages of where-to-buy-it data, including names, addresses and phone numbers

Details on the 1991 Makes and Models also will be offered. That package will include specs, ratios and weights for light, medium and heavy-duty commercial vehicles.

The Components section will note valuable information on transmissions, axles, gasoline and diesel engines, and 5th wheels.

The October edition also will have a directory of manufacturers' technical literature and catalogs. □

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CVSA: disqualify violators of "out-of-service" orders

The Commercial Vehicle Safety Alliance (CVSA) wants commercial driver's license standards to include drivers who violate an "out-of-service" order as a disqualifying offense. To accomplish that, the CVSA has filed a petition with the Federal Highway Administration (FHWA) to issue a Notice of Proposed Rulemaking with a minimum comment period to amend the standards.

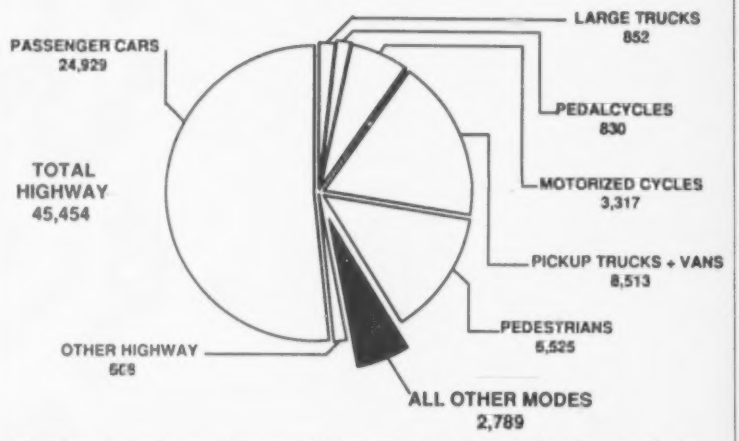
CVSA is a private association of state and provincial officials responsible for motor carrier safety enforcement activities in the U.S. and Canada.

The petition was a reaction to a report completed by the Congressional Research Service which identified the lack of roadside reinspection requirements as a deficiency.

Entitled "MCSAP: Options Intended To Improve A Generally Successful Federal/State Partnership Promoting Truck and Bus Safety," the report indicated that the location (e.g., scale house, roadside) of the out-of-service vehicle may have an effect on whether the driver complies with the out-of-service action. In addition, the seriousness and types of violations (e.g., brakes, tires, hours of service) appears to be a significant indicator of potential non-compliance.

CVSA has developed compliance procedures for the implementation of defect repair verification programs to address these problems. The procedures include on-site verifications, selective covert operations and comparison of inspection reports to maintenance records during audits.

"The enforcement program needs to be complemented by adequate sanctions," said Paul Henry, president of CVSA. "This can best be accomplished by including these violations as a disqualifying offense..." □



The chart above shows estimates of 1989 transportation fatalities by all modes. Preliminary estimates by the National Transportation Safety Board (NTSB) have determined that fatalities resulting from transportation accidents in the U.S. dropped more than 3% – from 47,087 to 45,454 – last year. Highway fatalities account for approximately 95% of U.S. transportation deaths, reports the NTSB. Large trucks were involved in 852 of the transportation deaths.

Court okays FAA drug tests

Approval of random drug testing in the aviation industry improves the chances of a favorable ruling for trucking, Federal Highway Administration officials recently told CCJ.

A three-judge panel on the Federal Court of Appeals in California unanimously upheld a Federal Aviation Administration (FAA) right to order random drug tests for safety-sensitive workers in the airline industry.

The rule affects pilots, flight attendants, air traffic controllers and maintenance workers.

The court ruled that the government's interest in airline safety outweighed the intrusion into employees' privacy.

The trucking industry is awaiting results of a similar challenge to random and post-accident drug testing filed in the Ninth U.S. District Court in California by the Owner Operators and Independent Drivers Association, based in Oak Grove, Mo. □

CTA: Alternative fuels not feasible or cost-effective yet

Fuel reformulation, tough diesel emission standards, programs to cut truck miles traveled and improved vehicle productivity – not alternative fuels – are the most feasible ways to cut truck-caused smog, a California Trucking Association (CTA) white paper concludes.

But alternative fuels may someday prove feasible for some trucking segments, says the report entitled "Alternative Trucking Fuels."

"Diesel engine manufacturers, fuel suppliers and emission control technicians are working on both heavy-duty alternative-fueled engines and advanced diesels," the white paper reports.

The report is in response to political pressure to replace diesel fuel. CTA executive vice president Thomas C. Schumacher noted that the California Air Resources Board is approaching a September 1991 deadline to make rules for heavy-duty alternative-fueled vehicles. □